

THE CHINA MAIL.

To Let.

NOTICE.

TO LET.

THE PREMISES, No. 9, PRAYA CENTRAL, lately occupied by Messrs. RUSSELL & CO. The Whole, by Plate, or Single Rooms, suitable for Offices and Dwelling.

Apply to E. D. SASSOON & CO., Hongkong, June 20, 1891. 1242

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

KNUTHORPE TERRACE,
KOWLOON,

HOUSES, with 5 ROOMS, including BATH ROOMS. TENNIS COURTS. Good View and healthy situation. Rent and Taxes, \$32 a month.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, March 24, 1891. 607

TO LET.

With Immediate Possession.

OFFICES—(above) Messrs. DOUGLAS LAPRAK & CO.'s Premises.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, December 10, 1890. 2104

TO BE LET.

A N exceedingly Comfortable and Cool Six-Roomed HOUSE. Apply to the SECRETARY, Humphry's Estate and Finance Company, Limited. Hongkong, May 20, 1891.

TO BE LET.

HOUSES at 'MOUNTAIN VIEW,' near Philanthropist's Gap, Hill District, consisting of 5 or 6 Large Dwelling Rooms, with every convenience. These Houses overlook both sides of the island are cool, comfortable and healthy.

Apply to JOHN A. JUPP,
Secretary.

The Austin Arms Hotel and Building Company, Ltd.

Hongkong, May 26, 1891. 1063

KOWLOON-KIMBERLEY VILLAS.

TO LET.

TWO BEAUTIFULLY SITUATED HOUSES near the Observatory. Rent moderate. WEST END TERRACE (Caine Road). Two FOUR-ROOMED HOUSES.

Apply to SPANISH PROCURATION. Hongkong, June 19, 1891. 1238

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong:—

M. G. WHITNEY, British barque, Capt. W. H. Smith.—Jardine, Matheson & Co. OMEGA, British barque, Captain A. V. Brown.—Master.

PORLAND LLOYD, Amer. barque, Capt. H. T. Forbes.—Shewan & Co.

XEMA, American barque, Captain L. D. Smith.—Geo. R. Stevens & Co.

To-day's Advertisements.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Melbourne*.

Capt. BELVILIA, will be

despatched for the above Ports TOMORROW (WEDNESDAY) the 15th July, at Daylight.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 14, 1891. 1390

For Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, July 14, 1891. 1398

STEAM TO SHANGHAI.

The P. & O. S. N. CO.'s Steamship *Melba*.

Captain G. F. PRESTON.

R.N.R. will leave for the above place about 24 hours after her arrival here with the outward Mail.

E. L. WOODIN,
Superintendent.

P. & O. S. N. CO.'s Office, Hongkong, July 14, 1891. 1402

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNIERS.

ONSIGNEES of Cargo from London and Havre Steamship *Ergnyane* and from Bordeaux or Steamship *Verleben*, in connection with the above Steamer, and have informed the Consignees with the exception of Opium, Tobacco and Valuables—are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded, unless intimation is received from the Consignees before Noon To-DAY (Tuesday), the 14th Inst., requesting it to be landed here.

Bills of Lading will be countermanded by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 22nd July, at Noon, will be subject to rent, and landing charges at one cent per package per day.

Claims must be sent in to me on or before WEDNESDAY, the 22nd July, or they will not be recognized. Damaged packages will be examined on WEDNESDAY, the 22nd July, at 4 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, July 14, 1891. 1400

CLEARED.

Nanking, for Amoy.

Lifetts, for Newchwang.

Frey, for Hoitow.

PASSENGERS.

ARRIVED.

Per *Haiphong*, from Haikow, 100 Chinese.

Per *Calidonia* from Shanghai, Messrs. V. D. Figueiredo, B. Mitjans, E. Delano, A. G. Wood, M. M. and J. Figueiredo.

T. Hasty, G. Guntry, O. Posthumus, Savage, A. H. Lagrada Louder, C. Nouvel, S. de Sa, and others.

Shanghai, via Swatow, Taiyuan (s).

Shanghai, Kobé & Y'man Melbourne (s).

Shanghai, Kobé & Y'man London (s).

Hoitow, Penang & O'惨 Japan (s).

Straits, C'bi & B'hai Thibie (s).

S. Francesco, City of Rio de Janeiro (s).

Macau (s).

Shanghai, via Amoy, T'ien-tchang (s).

S'ki, M'bie & A'laude Gathrie (s).

Vancouver (B.C.) & Porthcawl (s).

Y'mana, v. N'ki & K'obé Ancuna (s).

POST OFFICE NOTICES.

MAILS will close:

For SWATOW & AMOY.

Per *Sister*, at 5 p.m. on Wednesday, the 15th inst.

For SWATOW, AMOY & TAIWANFOO.

Per *Thales*, at 11.30 a.m. on Thursday, the 16th inst.

For SWATOW & SHANGHAI.

Per *Tartar*, at 2.30 p.m. on Thursday, the 16th inst.

For STRAITS, COLOMBO & BOMBAY.

Per *Thale*, at 11.30 a.m. on Monday, the 20th inst.

MAILED BY THE FRENCH PACKET.

The French Contract Packet *Calidonia* will be despatched on WEDNESDAY, the 15th instant, with Mails for the United Kingdom, Europe, and places beyond, via *Marseille*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Andamans, Pernambuco, Rio de Janeiro, Aden, Mauritius, Egypt, Malta, and Gibraltar.

Per *Melbourne*, for Hongkong; from *Marseille*, Mr. Kirchbaum; from *Singapore*, Mr. Goetzen; from *Calcutta*, Mr. Cotton; Mr. Go, Mathurin, and 204 passengers; from *Aden*, Mr. T. J. Morgan; from *Yokohama*, Mr. T. J. Morgan; from *Marseilles*, Mr. Piol, and Mr. Troyaux.

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The usual hours will be observed in closing the Mails, &c.

MAILED BY THE UNITED STATES PACKET.

The United States Mail Packet *Oceanic* will be despatched on SATURDAY, the 18th instant, with Mails for Amoy, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:

0.50 p.m.—Post Office closes.

0.50 p.m.—Post Office closes, but Correspondence may be posted on board the Packet, with a late fee of 10 cents extra postage until the time of departure.

MAILED BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.

The British Contract Packet *Parthia* will be despatched on TUESDAY, the 21st instant, with Mails for Shanghai, Japan, Canada, the United States of America, and countries beyond, via *Marseille*.

Per *Calidonia*, for Saigon, Messrs. H. Hewitt, Granjean and D. Tiffender; for Singapore, Messrs. H. F. Paterson, Chan Tez Lau, Baradas, Moi, Wai Idin, M. Mayer and J. Jacobson; for Alexandria; for Marseilles, Mr. G. Lopez Jacquin, and Mr. du Beal.

DEPARTED.

Per *Malacca*, for Hongkong, 40 Chinese.

SHIPPING REPORTS.

The British steamer *Nanking* reports:

Had moderate S.W. monsoon to Paracels; then a strong North and Easterly wind.

The British steamer *Jason* reports: Had strong winds to Paracels; thence to port had moderate winds and fine weather.

The British steamer *Thales* reports: Had light variable winds and fine to Swatow; thence to port, moderate breeze from N.E. to N.W., accompanied with heavy rain at intervals and heavy Southerly swell.

EXPORT CARGOES.

Per S. S. City of *Paris*, sailed 8th July; for Yokohama, 2,000 bags Rice, 6,000 bags Sugar and 204 bags Merchandise; for San Francisco, 1,304 bags Rice, 100 bags Beans, 60 bags Sugar, 10 bags Coffee, 500 boxes Nut Oil, 25 boxes Prepared Opium, 110 boxes Matting, 31 cases Silk, 507 bags Hemp, 1,265 bags Gunnies, 927 bags Tea, 1,844 pcks Merchandise; for Honolulu, 240 bags Rice, 404 bags Beans and 440 pcks Merchandise; for La *Corrientes*, 9 cases Silk; for San José de *Guatemala*, 2 cases Silk; for Punta Arenas, 35 bags Butter, 100 bags Merchandise, 10 bags Beans, 100 bags Merchandise, and 5 cases Silk; for Callao, 60 pcks Merchandise; for St. Louis Mo., 2 pcks Merchandise; for New York, 4 pcks Merchandise, 10 cases Silk, 193 bags Raw Silk and 3,151 pcks Tea.

POST OFFICE NOTICES.

MAILS will close:

For STRAITS & CALQUINTA.

Per *Japan*, at 10.30 a.m. on Wednesday, the 15th inst.

For AMOY & STRAITS.

Per *Amakiri*, at 1.30 p.m. on Wednesday, the 1st inst.

For SAIGON.

Per *Japan*, at 3.30 p.m. on Wednesday, the 15th inst.

For AMOY & MANILA.

Per *Emeralda*, at 3.30 p.m. on Wednesday, the 1st inst.

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THE CHINA MAIL.

The delivery of the French Mail was begun at 8.30 a.m.

The new Dutch cruiser *Sumatra*, which arrived at Plymouth on the 11th June on an experimental cruise, is a valuable addition to the Netherlands navy. She is 3,400 tons, abeam 17' knots, and carries two big guns of 15 and 30 Q.M., besides light weapons, and torpedoes. The *Sumatra* is awaiting orders at Plymouth.

FRENCH BARBARY.—In the suburbs of the Houmt district, Anbar, a countryman sold two cows for \$100, and the proceeds bought four bundles of oil. That very night a man, forcibly broke into his home and demanded "the money." The countryman pointed to the basket of oil. He was instantly seized, smared all over with oil and set on fire. The poor man was literally burned alive. As he lived far from other houses his cries were not heard. The case is reported.

THE CRUSADE AGAINST HUMAN TRAFFIC.—In the coast of the Marocaine, which they are engaged. All Human men without exception or real occupation and without property or income are to be apprehended and deported to Human at the government expense. This is one of the most effective measures of purging Nanking of a lot of worthless scoundrels, vagabonds, camp followers and discharged soldiers who have been a scourge to the southern metropolis for so many years past.

THE LONDON AND CHINA EXPRESS SAYS:—In pursuance of a request telegraphed from Hongkong at the time, the China Association has, we understand, addressed the Colonial Office in support of the protest of the Unofficial Members of the Legislative Council against the exaction of the additional contribution for the past year, notwithstanding that the garrison had not been increased. And, as the subject may probably be raised in Peking in connection with the approaching Votes in Supply, copied on to the Council table by the Unofficial Members, will be circulated among members of Parliament in order to explain the points at issue. The attitude of Hongkong is not quite the same as that of Singapore and Ceylon, as it does not object to the increased grant of £2,000 demanded when the promised increase to the garrison has been effected; but common ground with those colonies will probably be found in the action at the exaction of money by the Home Government in disregard of the wish of their representatives in the apprehension exerted by the prospect held out of further increase (which may, of course, be similarly exacted) at a future date. Nor is this feeling likely to be lessened in the meantime by the disclosure made at the meeting of the Legislative Council on April 30, that the Governor had actually paid over the £23,000 in question to the military chest on his own warrant, before the question of the re-volt had been brought before the Council. It does not seem to be contested that His Excellency was acting with in his power; but such proceedings tend to reduce the Legislative Council of China to nothing; and if, as it is hoped, Sir Thomas Sir Holland, or some other member of Parliament, interested in Colonial questions, can see his way to place the contention of the Colonies before the House, this illustration of their relations towards the Home Government may tell with some force in an assembly which maintains so strongly, in its own case, the right of self-taxation.

The following items are from the *London and China Express*:

Now that Chung-king has been opened as a Treaty port, though the British Consul seems to take little part in the actual carrying, we shall be glad to learn that the Admiralty have detailed officers to study the question of navigation between Ichang and Chung-king. It would surely be better that the Admiralty should possess the necessary information as to how to get at the port. The information should, of course, be complete as possible, as to depth of water, currents, obstructions to navigation, &c., at all states of the water, according to season.

The surveys for railways in Siam, which were arranged by Sir Andrew Clarke, G.C.M.G., and have been carried out by Messrs Pinchard MacTaggart and Lowther, are now on the point of completion. They have been carried as far as Chiang-son, an important place in the Shan States, and the line pegged out for the larger part. It now remains to be seen what will be done with these surveys. That the Siamese do not intend to proceed with the construction immediately is well known. It is to be hoped that their cost will not be entirely thrown out of pocket, and that the results will not be papered-over and forgotten.

The detail arrangements under the Sino-British Convention have not yet been concluded. Mr. James Hart still remains at Darjeeling pending the settlement of the question.

A telegram from Tokio states that the Japanese Government approves of the regulations adopted by the Telegraphic Committee at Vienna.

The reception by the Chinese Minister at the Legation is fixed for Tuesday, the 23rd inst.

SMART CAPTURE OF A NOTORIOUS THIEF.

At the Police Court to-day, before Mr. Wise, Li Yan, a well-known criminal whose last sentence was five years' penal servitude, was charged with breaking into the house of Mr. A. F. Soares, Chancery Lane, and stealing therefrom spoons, knives, forks &c., of the value of \$20. He was also charged with being in possession of house-breaking implements, and returning from banishment.

A. V. Soares, broker, identified a number of knives, forks, spoons, &c., shown in Court, as his property, and said the articles were in his house last night. He found his parlour door open this morning; it was locked last night, and the lock was broken. He found a Chinese ladder leaning from his backyard to the second floor of his house, by means of which access had evidently been gained to the house.

Abdool Latif, P.O., said that about 5.20 this morning he saw the defendant running

from Chancery Lane, followed by two Chinese who were calling out "thief." Witness arrested the defendant. The two Chinese were carrying the articles produced in Court, and accused the defendant of stealing them. The defendant said he got the things out of an empty house. The witness searched the defendant and found a number of keys. The two Chinese then produced forged skeleton keys which they dropped.

The Kao interpreter, residing in Chancery Lane, said he saw defendant at 5.30 this morning coming out of Mr. Soares' house carrying a bundle which contained the articles in Court. Witness questioned the defendant who then threw down the bundle and ran. Witness and his son chased the defendant until he was arrested.

Defendant admitted six previous convictions. The case was committed for trial at the Criminal Sessions.

CORRESPONDENCE.

To the Editor of the "China Mail."

Hongkong, 14th July, 1891.—Sir,—I have read the Marine Superintendent's report on the *Patheen*'s trial of the coast of the Charbonnages Company, and anything of a more formal and conclusive character I should be sorry to read.

I thank Cognac, sincerely for his kind and interesting publication of the information, and only regret for the welfare of the investing public of this Colony, that so honest a course was not adopted earlier—Yours,

INVESTOR.

[A letter by "Sea-going Engineer" on the same subject will appear to-morrow.]

HONGKONG COAL.

The following reports, forwarded by "Cognac," appear in to-day's *Daily Press*:—

(Copy.)
Report to the Commander (J. Aubert) of the steamer *Hepburn*, by the chief engineer of the steamer, on the result of a trial of coal obtained from the Hongkong coal mines of the Societe Franchise des Charbonnages du Tonkin during the month of June 12th to 15th from Haiphong to Pekin, S.S. Haiphong.

Hongkong, 5th July, 1890.—I have the honour to report to you the result obtained from the Hongkong Co.'s coal, which were used in our furnaces during the sea trip of this steamer from Haiphong to Hongkong.

About 40 tons of this coal were put on board by direction of the Co., General Manager, M. Bayier Chaufray, to be submitted to careful trial by me.

But there still remains another very important point to be considered, which probably longer experience in burning the above coal might prove to be most injurious, viz., burning the ends of tubes, and the ends of stays and stay nuts in the combustion chambers.

Had the coal lasted till our arrival in Hongkong, I would have been able to give a more correct report as to what the difference in consumption was to fuel in using this coal, giving the same results as with Mitte dust.

But, nearer as I can calculate, there is a saving of from 5 to 6 per cent. in the Tonkin coal. The ash produced is from 16 to 17 per cent. But this might be reduced if we could buy it in the houses. I don't know who the architect was. I bought lots of land after my father's death. I paid for that partly with money won in the Wei Sing lottery. I had won about \$200 in the lottery.

The case was adjourned till to-morrow.

questions and had frequently had to be given the same questions several times as he never recollects the interrogations put to him in relation to another. He was not present throughout the course of the case, and thus privately, and then again went down to Wusung, and is living on various places. Now he is only fair to remember him, and though he might literally translate the questions he had not the faintest idea of their connection.

Mr. Ball appealed to his Lordship.

His Lordship—I don't think Mr. Francis has any reason for what he says.

Mr. Francis—I have heard of reasons for saying it. May I speak through my second interpreter, Mr. Li Hang Min is constantly asking me.

His Lordship—There are questions of conscience and unusual words the meaning of which Mr. Ball may not be able to catch.

Mr. Ball—May I ask why Mr. Francis is assisted by a junior counsel?

The defendant, cross-examined by Mr. Francis—I had two wives and six concubines altogether. It is not true that my father sent me to live with him because I was quarrelsome. Previous to going to Canton I lived on an allowance made by my father. My mother gave me \$15,000 in one sum. That was for the purchase of a piece of ground known as the Bamboo Gardens from the Government. The most I had received from my father before that was a thousand or two. I had no property of my own before I bought the Bamboo Gardens. The houses which I built in this lot cost \$17,000 or \$18,000. My mother gave me all that money to build. My brother gave me all of the few tens of thousands of tools and two hole-and-corner beggars who for his head, cutting, when he struck an insult, they fully understood the temper of the British and the difficulty of the local mandarins.

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The defendant, cross-examined by Mr. Francis—I had two wives and six concubines altogether. It is not true that my father sent me to live with him because I was quarrelsome. Previous to going to Canton I lived on an allowance made by my father. My mother gave me \$15,000 in one sum. That was for the purchase of a piece of ground known as the Bamboo Gardens from the Government. The most I had received from my father before that was a thousand or two. I had no property of my own before I bought the Bamboo Gardens. The houses which I built in this lot cost \$17,000 or \$18,000. My mother gave me all that money to build. My brother gave me all of the few tens of thousands of tools and two hole-and-corner beggars who for his head, cutting, when he struck an insult, they fully understood the temper of the British and the difficulty of the local mandarins.

His Lordship—There are questions of

THE CHINA MAIL.

No. 8882—JULY 14, 1891.

Mails.

Mails.

Intimations.

Intimations.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAISE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

TO-MORROW, the 16th day of July, 1891, at noon, the Company's S.S. *Caledonian*, Commdn. Flanigan, with **MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.**

Goods and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon.

Orders will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th July, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 14, 1891. 1287

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG, City of Rio de Janeiro, Thursday, July 30, China, Saturday, Aug. 22, Japan or vice versa, Tuesday, Sept. 16, City of Peking.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, and YOKOHAMA, on THURSDAY, the 30th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE. From HONGKONG, FIRST CLASS. To San Francisco Vancouver, Victoria, Esquimalt New Westminster, Port Town... \$225.00 send, Seattle, Tacoma, Portland, O. To Liverpool and London ... \$325.00 To Paris and Bremen ... \$345.00 To Havre and Hamburg ... \$355.00 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan, to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$307.50

12 months \$392.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan, to Government officials.

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Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72 Queen's Road Central.

J. S. VAN BUREN,

Agent.

Hongkong, June 24, 1891. 1284

CANADIAN PACIFIC RAILWAY'S R.Y.L MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Particulars:—Tuesday, 21st July.

Engines of Japan (Tuesday, 11th August)

Empress of China (Tuesday, 1st Sept.)

The H. M. S. PARTHIA, 3,167 tons, Capt. J. PANTON, R.N.R., sailing at Noon, on TUESDAY, the 21st July, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI and YOKOHAMA.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$307.50

12 months \$392.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, via the Canadian and connecting Steamers.

Consular Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Seated Envoyage, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

J. S. VAN BUREN,

Agent.

Hongkong, July 8, 1891. 1367

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREDA, and HAMBURG,

PORTS IN THE LEVANT, BLACK SEA, and BALTIK PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 2nd day of August, 1891, at 11 a.m., the Company's S.S. *SACHSEN*, Captain J. J. SUPRIN, with **MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port & above, calling at GENOA.**

Shipping Orders will be granted till noon, and will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st August. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, July 6, 1891. 1347

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG,

SATURDAY, July 18.

Sunday, August 11.

Thursday, Sept. 3.

Balda.

Hongkong, June 30, 1891.

CHASE & GADPP & CO.,
Chromatometer, Watch & Clock Makers,
Jewellers, Gold & Silver Plate, etc.

NAUTICAL SCIENTIFIC AND

METEOROLOGICAL

INSTRUMENTS.

VOIGTLÄNDER'S CHROMATO-

GRAMOLAS AND TELESCOPES,

BRONZE LIQUID AND OTHER COMPASSES,

ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS,

CHRISTOFFER & ELLIOTT-PIATED WARE,

GOLD & SILVER JEWELLERY

in great variety.

DIAMOND MOUNDS

DIAMOND JEWELLERY.

A Special Collection of the Latest London

PATTERNS, at very moderate prices. 745

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are

respectfully informed that, if upon

their arrival in this Harbour, NONE of

the Company's FOREMEN should be sent to the

Head Office, No. 14, Pray Central, will

receive prompt attention.

In the Event of Complaints being found

to exist, Communication with the Under-

signed is requested, when immediate steps

will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 25, 1885. 1456

Ten Pounds

IN

Two Weeks

Think of it!

As a Flash Producer there can be

no question but that

SCOTT'S

EMULSION

of Pure Col. Liver Oil & Hypophosphites

of Lime and Soda